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THE WEATHER

Oregon, Washington and Idaho—Generally fair.

BREAD, OR STONE.

When the people of Astoria put the "Citizens" party in power they brought of it the "bread" of amendment, of economy, of civic equity, lower taxes, rational improvement, and profitable administrative policies. Instead, they have received the "stone" of negation, of reckless extravagance, of confiscatory levies by tax and assessment; or irrational and needless improvement, (much of that incompetently and some of it wretchedly, wrought); of stultifying and hazardous systems of government, topped by the flint-rock of a public indebtedness almost beyond the best aptitude of the community ever to meet and discharge, except through years of rigorous and self-sacrificing care and scrupulous honesty in council and department. This is the crux of the present campaign in Astoria; and it were well if the thinking taxpayer and earnest citizen, took the measure of this party of reformers according to the standards it has set. Hot air estimates are played out here, now; the people have had their fill of sophistry and evasion and street-corner pabulum; they want figures and they are going to get them.

There is a line of demarcation in every community fixing the range of public tolerance, against which no man's popularity nor the tacit gratitude of that community prevail to pass; Astoria has reached that line, and the day of accounting is at hand. A community of 15,000 souls freighted with a debt of a million dollars wrought by the men it has trusted, has cause to ponder deeply on the value of its confidence and endeavor to find a safer and saner repository Astorians are about to do this thing and time and circumstance and record lend warranty to the change.

THE RIGHT OF WAY.

From what can be learned from those directly in interest, it is not so much a matter of conceding the right-of-way for the lines of the Astoria, Seaside & Tillamook Electric Railway as it is to have the road adopt another route from the westerly end of the Young's River Bridge so as to avoid the three cuttings of the dike on the flats beyond; this and the five-year tie-up of the lands in question, constitute the main differences as between the property owners and the company. Fortunately these divergencies are not insuperable, and it is quite likely they will be adjusted in due course.

They must be; for there is nothing before this people at present, of so much promise and importance as this project. The building of a quick-transit railway between this city and the coast and the Tillamook country is a key to the solution of hundreds of collateral enterprises of certain and alluring profit. Every possible means to allay friction and avoid defeat in this enterprise should be employed by our people in order to expedite the building of this railway;

and such impediments as those quoted are amenable to easy and prompt qualification if they are but tackled in the right spirit by both parties. Graver obstacles than these have been brushed aside in the interest of immense practical development such as this, and we should not "stand upon the order" of our own advantage one hour longer than is necessary.

We do not care who builds this road (though we should rather have seen local money and management behind it for the sake of keeping the earnings and dividends in our own midst) so long as it is built. It is so essential in the scheme of Clatsopian development that it need never be despaired of, yet, the sooner it is started, the sooner the requisite energy may be given to the correlative enterprises waiting upon it.

We shall await in patience the sum and substance of revision ensuing from the revision of the tariff before we revise our ideas to any marked degree. We have had to re-revise our notions too often to hazard anything on the outcome.

The Commercial street frontage of the Hinman tract is likely to be absorbed in the list of assessment delinquencies for improvement (?); but the Duane street lots will probably sell readily, all in due time.

"Let he who may pay my city's bills, so long as I may devise her debts." Latest adaptation of a famous saying, respectfully dedicated to a leading politician, of Democratic persuasion.

One of the best things about the rising tide of prosperity is that a new business enterprise can now be proposed without the recent inevitable response: "Wait until after the election."

A party that was beaten by 600,000 in 1896, by 800,000 in 1900, by 2,500,000 in 1904 and by 1,200,000 in 1908 should not be so imprudent as to join in the search for the origin of the word "frazzle."

A Charleston paper says that Southern feeling over Bryan's defeat is an imitation of grief, which might be expected in view of the genuineness of Southern prosperity.

The people of the United States have an effective way of handing a demagogue a true estimate of himself as often as he insists on reducing the matter to figures.

It's to be "Hands Across the Sea" with Uncle Sam and the Mikado henceforth. Well, that's better than scragging!

Hot air never yet filled a vacuum in a municipal treasury!

OLD BANKER DIES.

CHICAGO, Nov. 28.—Charles H. Bull, millionaire retired banker, one of the oldest citizens of Illinois, died last night in Quincy at the age of 86. He had been interested in many of Quincy's big business projects and had been an officer and trustee of many public institutions.

TALKED TO THE STATE LETTER CARRIERS

ADDRESS DELIVERED BY POSTMASTER HAHN AT OREGON CONVENTION.

The following is the text of an address delivered at the Oregon State Convention, by Postmaster Hahn, of Astoria, Oregon:

Friends and Co-Workers:—It is a pleasure to meet and welcome the Letter Carriers' Association of Oregon here, in our city by the sea.

As letter carriers you are members of a great family; as such members I greet you, as men that have come together to consult with one another for the advancement of the best interests of the postal service, to exchange views and ideas as to the best mode of improving the service, and last, but not least, about the possibility of bettering your own condition.

The mail carrier who delivers the mail daily to the patrons of the post-office is somewhat like a soldier in the army of the United States. Before he may enter such service he must pass through a medical examination, he must learn to obey orders, without asking questions as to the advisability of such orders; in fact he must get the necessary discipline of obeying orders from his superior in office.

But while it is the privilege of the soldier to complain after performing certain work, the carrier has no such recourse; he has no right to complain after he has performed the work intrusted to him.

Rain or shine, he has to deliver the mail; there is no shrinking on account of bad weather, and woe to the carrier that, in making a mistake, delivers a letter or paper an hour later than usual, or to the wrong party; not only will the wrath of the party overtake him, but he also may get checked by the Department, through the postmaster, who will admonish a severe rebuke or censure upon the head of the unfortunate carrier.

The carrier also differs from the soldier, for him it is not enough to obey orders, but he must use common sense in delivering the mail; he is supposed to use good judgment in expediting mail matter; he may be excused in arriving a minute too early, but never a minute too late, from his trip at the postoffice. For him to work early and late, so as to get his work done, is strictly prohibited; he is supposed to work eight hours a day and no more.

The railroad is often called the advance agent of civilization. If this is true, then the mail carrier should be rightly named the distributor of civilization, because without carriers to distribute the mail, where would our boasted civilization be, and what would it amount to?

Now, what compensation does a carrier receive for the work that he is supposed to perform punctually and faithfully?

A young man, healthy and strong, with average ability, passes the civil service examination, and if in good luck, gets the appointment as regular carrier, and as compensation, receives the sum of \$600 a year. If fortunate he can rise in a first-class office until after a number of years he will receive \$1200 a year, but being in a small town, he can only obtain a salary of \$1,000 a year.

The question that presents itself is: How long and what number of years is a sound, healthy man able to stand his physical and mental strain, day after day and year after year? And what becomes of the man when he gets old and no more able to perform his duty? Does the Government pension him, after giving the best years of his life in the performance of his duty; the man that has passed the meridian of his life, and now seeks rest? Where can he go to find such rest?

In European monarchies such is not the case. There all officials, after having served the Government a certain number of years, will be relieved and will receive a pension, but as it is said, republics are not grateful. The carriers and others in the same boat with them will have to wait until Congress will see fit to pass a law to take care of the Government servants who have passed the meridian of life and given the best part of their life to the service of their country.

Another matter that your association should look into is this: Supposing that a carrier, who has passed the civil service examination, performs the duty as a carrier, is accused by some patron of the office of some neglect, and such complaint reaches the Department in Washington, and such a complaint is returned to the postmaster for his opinion. Now, if the postmaster is not particularly friendly, or if as it sometimes happens that he has another party in view for the position, it all depends on the postmaster whether the carrier or clerk is retained in the office. Mistakes will happen to the best of us, but when a complaint is made of a serious nature, subjecting the accused to dismissal, the accused ought to have a hearing before a court, the same as men have in other walks of life.

Another step that your association should take under advisement is: To see that your members should have a chance to advance in the service

and to better their condition.

Very few carriers have been advanced as clerks in the Department, and there is not great number of postmasters, or even assistant postmasters, in office now, or even have been, that have started as letter carriers. What is the reason? Have your men no ambition to rise to the higher walks of life?

I think that the reason lies in a different direction. The carriers, as well as others, are not supposed to meddle or take part in politics, and as long as offices are used and positions are given as a reward for some service performed in the interest of some political party, just so long will you be deprived from claiming, as a reward for faithful work, some position that carries a better salary. It has often been said that the United States can not get a sufficient number of young men to enter the army or navy, and that good, efficient GALLEY FOUR

men will not enlist under existing conditions. No one can blame them. What encouragement is there for a young, well educated man to serve three or five years in the army or navy? It only unfits him for civil life. Now, supposing the Government held out this as an inducement: After a man who has served one term in the army or navy of the United States, and is able to pass a non-commissioned officer's examination, serves, say, no less than six years in the army or navy, should be entitled to a position in the Government service according to his qualification. After serving the Government a number of years, no less than twenty-five, said true and faithful servant should receive a pension for the balance of his life.

Such a law would induce better material for the army and navy and a man with some ambition could see ahead and be satisfied that the years he had served his country had not been wasted, but were necessary as a stepping stone for his future welfare.

Such a discharged soldier the Government could depend upon, because it would be to his interest to use his best efforts to give satisfaction, because his future existence depended on it.

Much more could be said which would be of interest, but time is short.

It is a great satisfaction to me to get acquainted with one another, to exchange ideas; a better feeling will come to you, because you had a chance to press the hand of a co-worker in welcome and friendship.

You will be able to go back to your work more satisfied in your mind, because you know that the best wishes of others, not only of your brother carriers but of all good men that you have come in contact with will follow you; your heart may be content and happy because you know that your work has been done faithfully and true to the best of your ability. I hope and trust that success in all your undertakings will favor you in all your future walks of life.

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